

lington Main Highway via Kawa, commencing at the eastern end of the Puti River Bridge, and proceeding thence generally in an easterly direction, and terminating at the eastern end of the Oparau River Bridge, passing through the County of Kawhia, being a distance of three miles and a half, more or less. As the same is more particularly delineated on the plan marked M.H. 55, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured blue and marked L-D.

**HIGHWAY DISTRICT NO. 10.**

6. Wellington-Napier via Wairarapa: All that portion of the Wellington-Napier Main Highway via Wairarapa, commencing at the northern end of the Ruamahunga River Bridge and proceeding thence generally in a northerly direction through Section 7, Block IV, Mikimiki Survey District; thence following existing Mount Bruce Main Highway via Kaipararo to Section 63, Block IX, Mangaone Survey District; thence through Sections 63, 44, 43, 42, R. 35, and Section 2, all in Block IX, Mangaone Survey District; and terminating at its junction with the Eketahuna-Hastwell Road, passing through the Counties of Mauriceville and Eketahuna, being a distance of nine miles and a half, more or less. As the same is more particularly delineated on the plan marked M.H. 25, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured blue and marked G.H.

F. D. THOMSON,  
Clerk of the Executive Council.

*Altering the Description of a Main Highway in the No. 7 Highway District.*

JELlicoe, Governor-General.

**ORDER IN COUNCIL.**

At the Government House at Wellington, this 29th day of October, 1924.

Present:

**HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.**

IN pursuance and exercise of the powers and authorities vested in him by section three, subsection three, of the Main Highways Act, 1922, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth, from the date of this Order in Council, hereby alter the Order in Council dated the ninth day of June, one thousand nine hundred and twenty-four, published in the *New Zealand Gazette* No. 40, of the twelfth day of June, one thousand nine hundred and twenty-four, declaring public highways in the No. 7 Highway District to be main highways, by deleting the description therein of the Auckland-Wellington via Taranaki Main Highway, and substituting the following description in lieu thereof.

Price, 6d.]

By Authority: W. A. G. SKINNER, Government Printer, Wellington.

**SCHEDULE.**

AUCKLAND-Wellington Road via Taranaki: All that portion of the road known as the Auckland-Wellington Road via Taranaki, commencing at the northern boundary of the County of Clifton and proceeding thence generally in a south-westerly and southerly direction via Tongaporutu, Okau Junction, Uruti, Urenui, Waitara, Lepperton Junction, Inglewood, Stratford, Eltham, Normanby, Hawera, and terminating at the southern boundary of the Hawera County at Manawapou River, passing through the Counties of Clifton, Taranaki, Inglewood, Stratford, Eltham, and Hawera; but excluding those portions of the road in the Boroughs of Waitara, Inglewood, Stratford, Eltham, and Hawera, and also excluding that portion of the road in the County of Clifton commencing at its junction with the Mangatuna Road and proceeding thence generally in a westerly direction via Uruti, Urenui, and Waihi, and terminating at the eastern boundary of the Borough of Waitara, being a distance of 25 miles 20 chains, more or less; and also excluding that portion of the road within the County of Stratford commencing at the northern boundary of the County of Stratford and proceeding thence generally in a southerly direction via Midhirst, and terminating at the southern boundary of the County of Stratford, being a distance of 9 miles 20 chains, more or less; being therefore a net distance of 54 miles 40 chains, more or less. As the same is more particularly delineated on the plan marked M.H. 28, deposited in the office of the Main Highways Board at Wellington, in the Wellington Land District, and thereon coloured blue.

F. D. THOMSON,  
Clerk of the Executive Council.

*Alterations to the Scale of Fares, Rates, and Charges in Force upon the New Zealand Government Railways.*

IN pursuance of all powers and authorities enabling me under the Government Railways Act, 1908, and its amendments, I, Joseph Gordon Coates, Minister of Railways, do hereby make the following alterations in the scale of fares, rates, and charges in force on the New Zealand Government railways open for traffic.

**PART V.—CLASSIFICATION OF GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.**

*Cancel—*  
Benzine. Owner's risk. Dangerous .. .. A

*Insert—*  
Benzine. Owner's risk. Dangerous. In lots under 1 ton (this rate is subject to an increase of 22½ per cent.) .. .. A  
Benzine. Owner's risk. Dangerous. In lots of 1 ton minimum (this rate is subject to an increase of 25 per cent.) .. .. B

As witness my hand this 3rd day of November, 1924.

J. G. COATES, Minister of Railways.